Det Bel Isle & Windsr Ferry Co 68

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. XI. NO. 15. CLEVELAND, O., APRIL 11, 1889. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND, OHIO.

The Seaman's assembly meets in their hall on River street to-night.

The yacht Stylus was completed on the first of April. Captain Edward Stearns will preside at the wheel.

J. Lavier has been appointed steward of the Frontenac. Last season he was on the Charlemagne Tower.

The Vessel owners' Tug line of Cleveland has bought the old barge Pacific of Sandusky for $2,200 to use in fueling steamers. She will be be rigged with a derrick and other needed apparatus.

Mr. Chase, of the Chase fog whistle machine company, left the city last Monday, to fit out steam vessels at Bay City, Mich., and Marine City, Mich., with the fog whistle machine, patented and manufactured by the company.

We take pleasure in recommending the Mount Olive Erasive Liquid, manufactured by Captain D. A. McLachlin, for cleaning varnish and painted articles, without injury to the polish. Price 40c per gallon. Address the Captain at No. 633 Trumbull avenue, Detroit, Mich.

The Mutual transportation company has appointed to their steamer Cambria, Edward Mooney, master, H. Clark, chief engineer; steamer Corona, J. B. Hall master, Thomas Shehan, chief engineer; steamer Corsica William Cumming, master, J. B. Purvis, chief engineer.

At the forty-first annual meeting of the Cleveland board of trade held last Monday morning, a resolution was adopted thanking the executive departments of the city for their action in regard to opening the old river bed, and urging that the work be pushed to a completion at at early date.

There is every appearance that there will be no tug association at Cleveland this year and that there will be three regular tug lines; the Independent tug line, with office at the east end of Main street bridge; and Messrs. J. A. & L. P. Smith's line, at the old stand, Marine block, corner Front street.

There is very little doing in the freight market at this writing. There is no doubt but that ore charters have been made within the last few days, but the terms are kept strictly private and not even a whisper of the rates accepted can be heard. The schooner Montgomery wes chartered corn from here to Buffalo.

The government commission to examine into the feasibility and desirability of erecting a bridge over the Detroit river, has been ordered to meet in Detroit, May 1. Two representatives of the Cleveland vessel owners' association, M. A. Bradley and Captain Geo. P. McKay will meet with the commission on invitation from Gen. O. M Poe.

Lieut. F. R. Day of the United States signal service dropped quietly and unexpectedly into the city Sunday and inspected the office Monday morning, The apparatus, books and documents were examined and found to be in good shape. The men were examined in all branches of the work and found to possess the necessary knowledge required by the government.

The Grummund line steamer, Atlantic, Captain Jones, arrived here on Wednesday with passengers and merchandise, all well. The Atlantic has the distinction of doing the pioneer work toward the opening of navigation this season, and as she had found her way up to the straits of Mackinac,and down again, it gave vessel men confidence to start from this port, hence the several departures from here last Wednesday.

Meteorological summary for the week ending April 10, 1889:

Mean barometer	30.16
Mean temperature	39
Mean humidity	70
Total precipitation	.50
revailing direction of wind	N. W
otal wind movement, miles	1220
verag cloudiness	4
verage state of weather	Cl'dy
ax. temperature, (highest)	55 9
Min. temperature, (lowes)	25.3

W. H. HARMON, Sergeant Signal Corps.

The Orient fleet, Havana and Sparta, with Helana and Sumatra, got away for Escanaba, Wednesday noon. They go up light, but the Vienna and Verona leaving Ashtabula in the afternoon, take coal up. The steambarge D. W. Rust got away in the evening. She will stop at Bay City for her new consort, the Tokio, and continue on her way to Escanaba.

The machinery for the new Rhodes boat at Quayle's yard has been all completed by the Cleveland shipbuilding company, and has been taken on board, and the boiler house completed. The engines and boilers for the shipowners dry dock, the two boilers for the Lockwood boat, and for number five, are well under way. The shop is full of repair and fitting out work at the Cleveland ship building company's yards.

The following appointments have been made to the Northern line steamers: Northern Light, G. W. Stoddard, master; Peter June, engineer. North Wind, Delos Waite, master; James Hay, engineer. Northern King, Charles Brown, master; John Whitney, engineer. Northern Wave, James Walsh, master; Stephen Miller, engineer. Northern Queen, J. P. Cottrell, master; John Smith, engineer North Star, William, Thorne, master; George Mason, engineer.

The Orient line, a new candidate in the field for the patronage of lake shippers, under the management of George B McKay has appointed the following officers for the fleet: Steamer Sparta, Captain John Dunn; engineer, R. H. Mayberry; steamer Havana, Captain W. H. Robertson; engineer, John Connelly; steamer Vienna, Captain, George Bartholomew; engineer, Thomas Kelley. Schooners Sumatra, Captain, Wm. E. Russell; Helena, Captain Joseph Nicholson; Verona, Captain, John Miles.

SANDUSKY, OHIO.

Special to the Marine Record.

Captain Wheeler of Sandusky will go as master of the tug Dan Connelly. Captain Pelton of Vermillion will go master of the tug Myrtle. Captain Woodford of Sandusky will go master of the tug Buffalo. Captain Moore of Kelley's Island will go master of the tug Edward Fiske.

The tug Myrtle brought the Sandusky Stone company's steam drilling barge George W. Hicks from Kellley's Island to Sandusky, to receive a thorough overhauling for the coming season

The tug Myrtle took the barge Pacific to Cleveland Friday morning and delivered her to her new owners, Stafford & Bates.

The steamer City of Sandusky made her first trip Sunday afternoon at 1 o'clock.

The steamer Remora, of Detroit, will begin Wednesday to make daily trips between Detroit and Sandusky.

The schooner Crosthwaite is being re-calked and fitted out for the season.

The schooners Watson and A. J. Rogers were towed to Cleveland by the tug Edward Fiske to load grain for the lower lakes.

The tug Myrtle will tow the schooner Red White and Blue from Lorain to Sandusky.

The steamers B. F. Ferriss and American Eagle are making daily trips between Sandusky and the Islands. B. A. G.

ASHLAND, WIS.

Major Quinn's U. S. engineer office was crowded by anxious bidders and spectators interested in the letting of the contract for the construction of 3861 lineal feet of breakwater at Ashland. There was more competition than has ever been exhibited in any government work on the lake and Uncle Sam is a clear gainer of $56,187 55—that being the difference between the highest and lowest bids. Hugh Steele, the successful bidder gets the work for $44,198 45, while Trueman & Cooper, of Manitowoc, Wis., were trying to get $100,386 for the same work. There was a difference of $14,643.19 between the two lowest bidders.

The amount of the appropriation available for the work is $72,000, and the low biddings will allow more work to be done than it was thought possible. Trueman & Cooper asked Captain Daugherty to wire them immediately if they succeeded in getting the contract.

DETROIT, MICH.

Special to the Marine Record.

There are a large number of vessels both sail and steam now ready for navigation, and this week will see a great clearance from Detroit. The Iron State, Iron Chief, Iron City, Iron Age, Chauncy Hurlburt, Buell, Anne Smith, Ganges and Redwing are all loaded with grain, and will leave here for Kingston, Ont. The Minneapolis, Unadilla, S. V. R. Watson are also loaded, and will leave for Port Huron.

The schooner Manitowoc, from Buffalo to Chicago with coal, wintered here. She is now ready to sail, and the entire fleet of vessels are painting and fitting out ready for business.

William McGregor, Detroit, left here last night on the Grummond line steamer Atlantic to join the propeller Cambria, in Cleveland, as second officer.

The Drydock sheet metal works are doing a large and increasing business. Gangs of skilled men are at various points at work on pipe fitting and brass finishing, and the sheet metal department is busy filling new orders and constructing the patent metallic life rafts, manufactured solely by this firm, and supplied to the trade at the larger lake ports.

The East End boiler works have engaged more help to assist in filling recent orders placed in their hands. They expect to keep very busy all summer.

Thomas McGregor, Central boiler works, whose reputation for faithful and honest work is well known, is very busy constructing several large Scotch type boilers, particulars of which have been given previously. A walk through these well appointed works amply repay a person for the time consumed; the riveting machine for heavy class work is considered one of the largest and best in the country, and the traveling crane with its large wire rope tackle moves a weight of thirty tons with ease. The regularity and order observable in connection with the whole plant speaks well for the technical skill and knowledge of the proprietor.

The steambarge Porter Chamberlain with cedar posts from Alpena, Mich., is sunk at the St. Clair flats canal. She has two planks stove in on the starboard side about the water line, and will probably require steam pumps to float her. Her battle with the ice has materially assisted in clearing the rivers, and the steamer Atlantic reported on her down trip that there was practically a clear passage. The Porter Chamberlain lays out of the fairway or channel, forming no obstruction whatever to navigation.

Mr. C. E. Chase, of the fog whistle machine company, was in the city Tuesday, on his way to Bay City, Mich., to place fog whistles on the several new steamers at F. W. Wheeler's shipyard; from there he expects to go to Marine City, and will fit a machine on the new boat building for Captain Pringle at that port.

Samuel F. Hodge & Company, Riverside Iron works, are kept busy on general repair work, and they are employing a large staff of men on full time. The past winter is mentioned as being one of the busiest seasons this well known firm has ever had, and the rush is still on.

The United marine news association, the object of which is to keep newspapers throughout the country posted on marine matters, filed articles of incorporation here Tuesday.

The Grummond line river boats Winslow and John Owen were inspected Tuesday.

The Benjamin Harrison, a new barge just off the Mt. Clemens stocks, came down Monday, and Tuesday C. W. Norton chartered her to take 40,000 bushels of corn for the Wendell grain company to Buffalo; terms private. She is owned by C. H. Woodruff and others of Buffalo.

Captain Grummond wants $350 from the City of Cleveland for damages done to the propeller Atlantic in a collision while coming out of Cleveland harbor.

The steamer R. G. Stewart will leave Baker's dock at 9 a. m., through the season, for Port Huron.

Upson, Walton & Co., ship chandlers Cleveland, have the contract to fit out the new boat building for Captain Humphrey at the Detroit drydock.

The ice in the St. Clair river has given way, and reports from the Straits say there is nothing now to hinder navigation, the through passage having been made with complete success. The propeller St. Lawrence came through from Chicago last Tuesday.

The propeller J. C. Gault has two tugs and a dredge opening a channel for her release from the shoal off Wyandotte, and it is expected she will be afloat today.

Captain Kelley, last season on the steambarge Wocoken, was in the city last Tuesday.

The new boat, built at Craig & Sons shipyard for Alpena parties, will be named the Niko; the launch takes place in a few days; her dimensions are, 190 feet in length, 35 feet beam, and 13 feet moulded depth, tonnage, gross, 722.22, net 684 80. Her owners have applied to the bureau of navigation, treasury department, Washington, D C., for signal letters to be assigned when her official number is registered. The new side wheel steamer just completed is named after Mr. Craig's daughter, Jennie. She is a light draft boat and has been chartered to run on the route between Monroe and Toledo for the season. Her dimensions are 120 feet in length, 38 feet beam, and 6 feet 2 inches depth of hold.

Steve B. Conklin & Son, sailmakers, are covering the boilers of the Champion and John Owen, owned by Captain Grummond. They have completed the repair work on sails stowed in their loft during the winter, and are now filling a number of local orders for awnings, etc.

Messrs. Parrish Bros. & Peck, electricians, are now fitting their electric signal bell system on several fine boats, including the new steamer Philip D. Armour, the Detroit and Cleveland steam navigation company's boats City of Detroit, number 1 and 2, the propeller Gettysburg, and the new boat Volunteer, built for Alger & Smith. The firm are also figuring on placing the system on board several other first-class vessels.

Captain Montague, formerly of the Grace Howland, will superintend the completion of the new boat building at Craig & Son's shipyard. We understand that Captain Montague has invested $10,000 in the vessel in connection with Sandusky people, and the cost of the boat, exclusive of cabin furnishing, is stated to be $122,000. Many of the captain's friends will be pleased to know that he is interested in such a valuable piece of property, and we wish him every success, with good freights and plenty to do when she is ready for business.

Captain Webb, Mt. Clemens, is here with the steambarge Missouri. He expects to sail early next week with the three towbarges for Alpena, Mich., where they will load lumber for Buffalo. The charter however does not call for the vessel to be at the loading port until April 20.

There is considerable stir at the Detroit dry dock, and Captain Parker keeps the work humming as usual. The schooner H. P. Murray is in for general repairs and overhauling, Gettysburg is having new monkey rail, calking, and general repair work, schooner San Diego extensive repairs, having been calked, and received new timber heads, chocks and general overhauling. Yachts Truant and Lily, small repairs, Lemon's line tug boat C. D. McKinnon, new stern bearing and overhauling bottom. Large gangs of men are kept regularly at work on the new boats building by the company, and at repair work on other vessels.

The new City of Detroit, built by the firm at their Wyandotte yards, is completed externally, and looks splendid and quite ready for business, but viewing her inside the cause for a couple of weeks delay can readily be seen. Evidently the Detroit and Cleveland steam navigation company intends to outrival anything that can be put afloat on these waters. The elaborate fittings, furnishings and arrangement of conveniences, on the new City of Detroit must meet with the warmest approval from the traveling public. We propose a treat for the sight seers of Cleveland on her arrival at th isport about May 1.

At the Wyandotte shipyard the steel steamers in course of construction are numbered by their builders as Nos. 90, 91, 92, 95 The Percheron steam navigation company have contracted for No. 90 and 92, Their dimensions will be 299 feet over all, 280 feet keel, 42 feet beam and 22 feet 6 inches molded depth. Steel hulls, triple expansion engines 20, 32 and 54 by 42 inch stroke. No. 91 is an iron steamer almost completed, and she will be launched in a few days. She is built to the order of the Inter-Ocean transportation company. Her dimensions are 299 feet over all, 280 feet keel, 42 feet beam, and 22 feet 6 inches molded depth. She will carry 2,500 tons on a draft of 15 feet 6 inches, and has a water bottom. She will be named the Manchester. No. 95 building to the order of the Cadillac transportation company, is all in frame. Her dimensions are 299 feet over all, 280 feet keel, 42 feet beam, and 22 feet 6 inches molded depth. She will carry 2,500 tons on a 15 feet 6 inch draft. At the company's yard in Springwells the keel for the new steamer to be built for the Ogdensburg and Vermont transportation company is already laid, and the new steamer, Philip D. Armour is receiving the finishing work, and she will leave on her maiden trip next week. The new steel boats are fitted with a water ballast tank

The river and harbor tugs are beginning to find quite a ripple of business in transferring vessels and general river work.

Captain Ruelle's tug office has withstood the shock of many tough sailor yarns, and other sorts too; after a few more winters the edifice may be considered well seasoned, and fitted to cope with the wildest dream of imagination ever perpetrated by a fun-loving mariner on his suffering shipmates.

The Ogdensbnrg Transit company has been organized at Detroit with E. C. Smith as president, F. W. Baldwin treasurer, and Louis Hasbrouck secretary. Besides the present Central Vermont line steamers the corporation have five steamers under contract, two to be delivered before midsummer and the remainder by the spring of 1890.

Captain S. B. Grummand has two wrecking tugs already in commission. The Leviathan is stationed at Cheboygan under command of Captain Mart Swain, and will be held there all summer ready to assist vessels that come to grief in the neighborhood of Mackinac. The tug Swain is at Detroit with steam up, and all ready for business. She is commanded by Captain Ed. Tormey.

It is now said that the wheat cargo of the schooner William Hume at Detroit is bound for Erie instead of Buffalo. SWAIN.

FRANKFORT, MICH.

Special to the Marine Record.

Tug E. D. Holton arrived on April 4 from Milwaukee, and will be used as a harbor tug at Frankfort. She was sold by the Starke tug line to Charles Slyfield.

Schooner Jennie Weaver, lumber laden, was the first sail departure from Frankfort, April 6. She was towed out by tug Campbell, being also the first tow of the season.

Steambarge R. A. Seymour called at Frankfort April 1st, and was the first arrival at Aral pier.

Steambarge George Dunbar was the first craft at Edgewater pier, April 4.

Point Betsey light was resumed March 29, Peter Dues as keeper.

Heavy snow storm and northerly blizzard prevailed April 5.

Frankfort life station keeper, Thomas E. Mathews, and Point Betsey station keeper, H. Miller, resumed April 1. BURMEISTER.

OGDENSBURG, N. Y.

TheRathbun Co, of Deseronto, Ont., will ship 200,000 railroad ties to the United States via Cape Vincent.

The work of fitting out the steamer Milton will commence next week. She will be launched in time to take her place on the Sunday ferry on the 14th.

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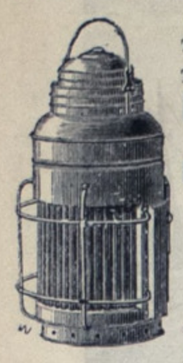

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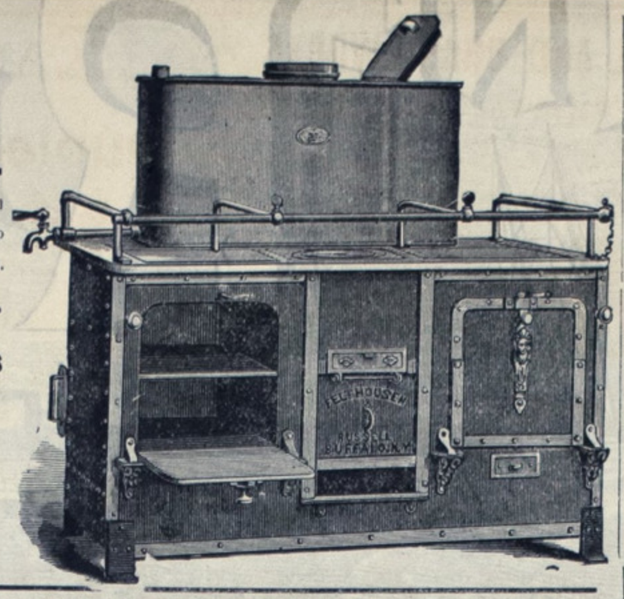

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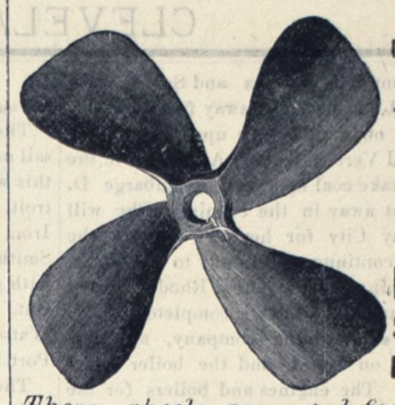

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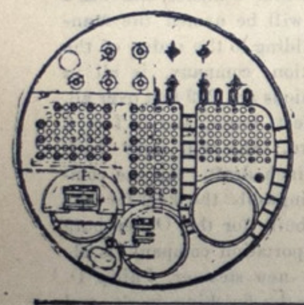

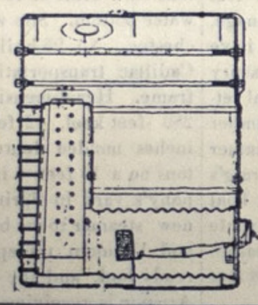

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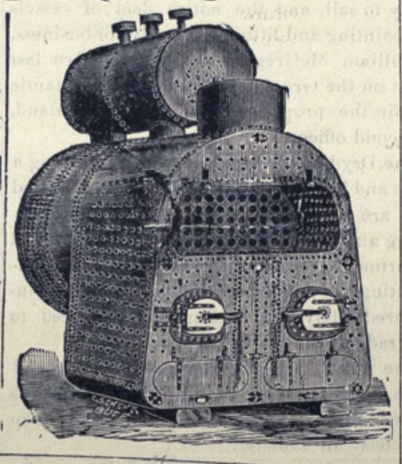

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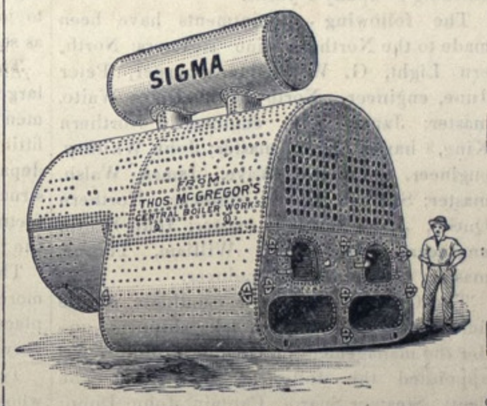

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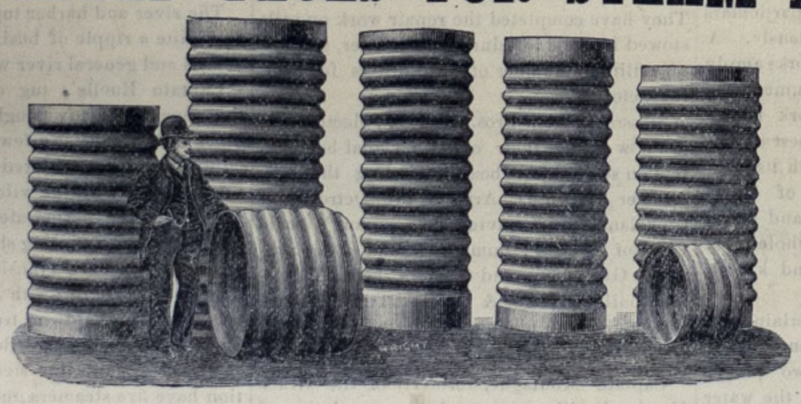

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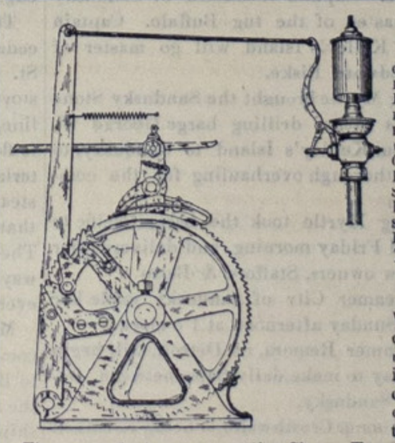

Chase Fog Whistle Machine

This machine has been placed on the following steamboats during the past year: SPOKANE, WALLULA, KASOTA, CHARLEMAGNE TOWER, JR, YAKIMA, MISSOULA, SITKA, FAYETTE BROWN, R. J. HACKETT, FOREST CITY, SPARTA, HAVANA, VIENNA, OSCAR TOWNSEND, CITY OF CLEVELAND, HENRY CHISHOLM, SUPERIOR, E. B. HALE, M. B. GROVER, J. S FAY, R. P. RANNEY, SMITH MOORE, CHARLES J SHEFFIELD, IRA H. OWEN, CAMBRIA, CORSICA, J. H. OUTHWAITE, SAMUEL MATHER, R. R. RHODES, COLUMBIA, AURORA, OHIO, WM. EDWARDS, S. E. SHELDON, AUSTRALASIA, RALEIGH, BULGARIA, ROUMANIA, J. F. EDDY, HIAWATHA, THOS. ADAMS, A. P. WRIGHT, GLADSTONE, E. P. WILBUR, SOO CITY, E. M. PECK, ROBERT L. FREYER AND NORTHERN LIGHT.

To the President and Board of Supervising Inspectors of Steam Vessels:

Your committee to which was referred the "Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and we recommend it or similar device to owners of steam as an additional safeguard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK,
W. D. ROBINSON, } Committee.

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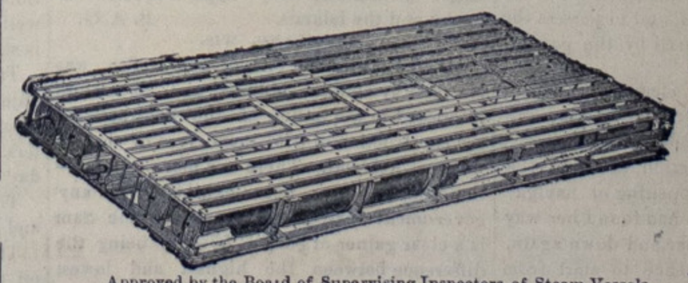

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6	4 x 6	40
8	4 x 8	50
10	5 x 8	60
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20	6 3 x 13 2	90
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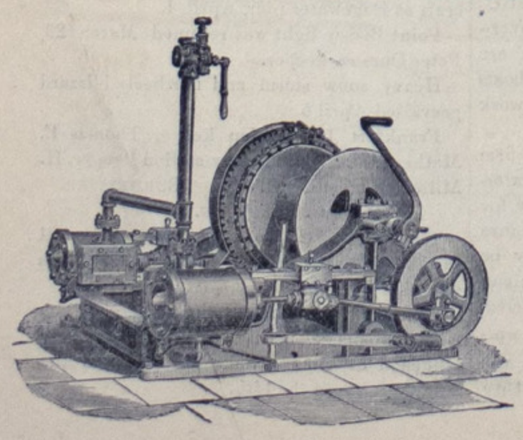

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THE COMING YACHTING SESAON

The Messrs. Sackett, of Sackett's Harbor, who owned the ill-fated Ariadne, have bought the redoubtable Burgess cutter Papoose. She will fly the colors of the Rochester Yacht Club. It is reported that a member of the R. C. Y. C. is negotiating for the purchase of Merle, it being Mr. Ames' intention to get a larger yacht. Mr. Cuthbert, the designer of Atalanta, White Wings, Iolanthe and a host of other fliers, is building at Trenton a 25-foot centreboard for Mr. Fearnside of Hamilton, owner of the cutter Vera.

The dates will be set for the Lake Yachting Regatta Association series of regattas at the meeting of the council, which will be held at Rochester on May 6. The first of this series will probably take place at Toronto during the first week in August. The reason for commencing so late is owing to the expected advent of quite a number of the inter lake fleet. This will be the most interesting feature of the season's racing, and in all probability will result in the much-talked-of sweepstakes between City of the Straits, of Detroit; Minnie M., of Chicago, and White Wings, of Hamilton, and no doubt the owners of Papoose will be willing to take a hand in such a contest. The City of the Straits is a clipper stemmed compromise, designed by the youthful and clever W. B Wendell, of Detroit and is only 37 feet on the water line. It is a matter of controversy to whom the production of the Minnie M. should be credited, this honor being claimed for Captain John Prindiville, the famous skipper of the Wasp, and also for Mr. Cuthbert. The latter, however is probably her designer, as so far as appearance goes she has all the distinctive characteristics of the other Cuthbert yatchs. She has a load line length of 47 feet, but notwithstanding the great disparity in size, City of the Straits showed herself no mean opponent of this Chicago crack in the race in the Mackinac Straits last summer, showing her round two legs of the course in a fluky wind, and although passed in the freshening breeze on the last leg (a close jam of five miles in a heavy chop) by Minnie M., yet the large yacht failed to save her time on her small antagonist. White Wings is 43 feet on the water line, and Papoose is 36. This is a wide range in size, but the race would undoubtedly be a close one.

A NAVAL REMINISCENCE.

The gunnery ship used for the past ten years at the United States Naval Academy is the Wyoming. Her place—for she is too antique and worn out for further use—will probably be taken by the corvette, Juniata This story is told of the Wyoming, which had a business like career in other days:

She is the famous cruiser that ran the Confederate steamer Alabama out of the China seas, following her all the way from Yokohama to the Cape of Good Hope. As the account goes, the Wyoming was doing duty on the China station during the civil war when her commander received notice that the Alabama was in China waters. From that moment until the confederate steamer was run off of the Wyoming's station, the latter ship never knew what it was not to be cleared for action. The Wyoming was not as fast a vessel as the Alabama, but her battery was stronger than that of the latter. The confederates were well aware of this, and fought shy of the Federal cruiser. On one occasion both vessels came within hailing distance of each other, but the Alabama's identity wa unknown to the Wyoming, though the latter was known to the former. The Alabama, with housed funnel and under all sail, slipped past the Wyoming. As she did so a seaman in the Wyoming's foretop thought he noticed the blade of a propeller plow itself out of the water as the stranger surged past, rolling and pitching in the seaway. The sailor did not report the fact until some time later, and then all attempts to overtake the stranger were futile. The continual chase of the Alabama wore terribly on the people of both the hostile vessels, so much so on the Alabama that she found it imperative to rid herself of the determined Wyoming. In order to do this she quit the China waters. She sailed out of Cape Town just three days before the Wyoming dogged her footsteps in. Since the war the Wyoming has seen service in Europe, on the home station, and also the Asiatic. She was always known as a "smart ship."—*Chicago Inter Ocean.*

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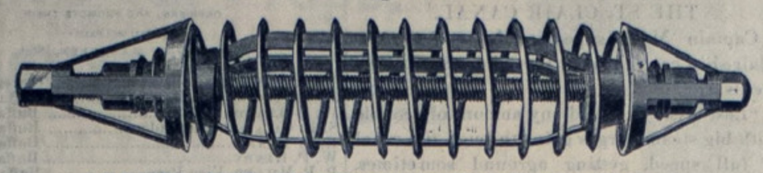

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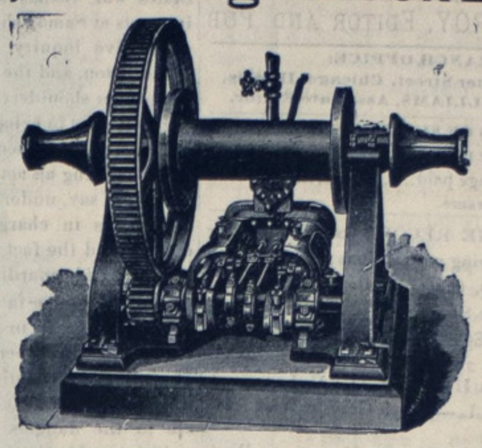

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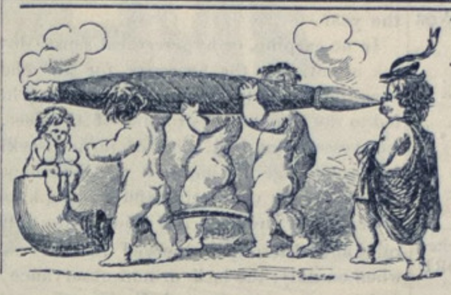

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No. 64, Pittsburg Express	* 3 00 p m
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No. 68, Pittsburg Express	†10 50 p m
No. 70, Pittsburg Local Express	†11 50 a m
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No. 65, Pittsburg Express	†12 50 p m
No. 68, New York Express	* 6 50 p m
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MARINE RECORD—OFFICIAL PAPER.

The Cleveland Vessel Owners' association is prepared to receive applications for admission for 1889, on same terms as last year, viz.: 3 cents per ton on steamers, and 4 cents on sail and consort; old custom house register. The time during which tonnage may be admitted expires May 15th, but it is desirable that all crafts intending to come in should apply before the opening of navigation, and have the benefits of the entire season. Address.

B. L. PENNINGTON, Sec'y.
112 Water St., Cleveland, Ohio.

PUBLISHER'S NOTICE OF REMOVAL.

Owing to the increased business and the fact that we have been obliged to put in new workmen and material, we have removed the offices of the MARINE RECORD from Superior street to 181 Detroit street near Pearl, where we have sufficient room to make an enlargement of the paper in the near future. All of our friends and callers will find the latch string on the outside. We thank all of our patrons who have been instrumental in assisting us to build up the MARINE RECORD and solicit the favor of new ones.

PUBLISHER'S NOTICE.

It was our trust that during the winter all subscribers delinquent would pay up during the winter months. We have not sent out bills for these small sums on that account, hoping they would feel the good the RECORD was doing them, as regards river and harbor improvements and aids to navigation. Therefore, we say to all those who deem a first-class paper in the interest of maritime affairs a necessity, that they should support the only marine paper west of New York city. In order to put into the hands of our lake mariners as much legal lore as possible, we purpose to send to every new subscriber, every one who renews, and every delinquent who pays up, a copy of our hand book of marine law. Our office has been removed to 181 Detroit street, near the corner of Pearl street, and we will be pleased to meet all old friends. Shipyards on this side, engine builders on this side, masters on this side, almost all workers in shipyards on this side, and the MARINE RECORD on this side.

THE SAMOA DISASTER.

The cause of the recent loss of the United States war vessels sent to protect American interests at Samoa should meet with a full and exhaustive inquiry before a naval board at Washington, and the blame, if any, located on the proper shoulders. The casualty, amounting as it does to a national disaster, is liable to be passed over, according to nautical phraseology as being an act of God, or, as shore people might say, under circumstances of which the officers in charge of the vessels had no control, and the fact that the German vessels guiding and guarding Bismarck's schemes suffered the same fate might be considered a sufficient excuse, or at least a palliation for the loss incurred; perhaps through the neglect of ordinary precautions on the part of those whose duty it was to be ever alert and sensible to the dangers surrounding them, both artificial and natural, or in other words, while watching a bellicose neighbor the vessels should have been kept in readiness for prompt action. That such was not the case seems only too evident from the disastrous results, and the gale had apparently easy victims in the men who were supposed to be qualified to wrestle with and circumvent Neptune and the elements in all latitudes and at all seasons of the year.

In no carping, or hypercritical sense do we ask attention to the necessity for an official investigation into the circumstances which led to the ultimate destruction of the fleet of war vessels; but, in a spirit of justice, seeking for knowledge to improve the efficiency of the service, by ventilating and making known the errors of the past, as a guide to the future rules and discipline observed in war vessels when on duty; the lack or non-observance of which was so clearly and disastrously exemplified in the hurricane of March 15 and 16 at Samoa.

Providing that the readings of the barometers and thermometers had been carefully noted and gave no warning of the approaching storm, the appearance of the sky, if vigilantly watched, ought to have denoted an atmospheric disturbance some little time at least before the hurricane burst forth. Even an hour or two might have been sufficient to have allowed the vessels to house their top masts and pick up their anchors, and seek a better roadstead, or keep out to sea, and such it appears was the action of the British ship Calliope; yet, from the accounts to date, we do not hear of any preventive measures being taken on board the United States vessels, although the holding ground was known to be bad, or at least indifferent. Nor do we understand that the vessels had a full head of steam on, and were kept steaming up to their anchors to assist the cables in bearing the enormous strain which they must have been subject to before parting or dragging the anchors home. Possibly some measures were taken, the details of which have not yet come to hand, but surely the vessel should have taken the ordinary precaution of keeping their fires banked ready to get up steam at short notice; otherwise they would have been powerless to manœuvre in case of an attack. On the other hand, it would appear that if the commanders had sufficient steam, they would have slipped and buoyed their cables, and stood out to sea clear of all danger. It is hardly possible, however, to form any idea of the probable cause of the disaster until a detailed and authentic report is rendered by the officers in charge, and we sincerely trust that valuable lives and important property have not been sacrificed through the inadvertence of the department in ordering the vessels on a foreign station with a scant supply of the sinews of modern warfare, in the shape of black diamonds; yet, as we have said before, it seems difficult to conceive that a vessel fitted out with a superabundance of the best ground tackle, and under a full head of steam, with all her top hamper snug, should have taken the beach for a resting place in preference to keeping afloat. If the entire fleet was caught napping, or if there were no appreciable indications of the approaching storm, and neither coal to use or anchors to hold the vessels with, the results could not have been more disastrous, and in the interests of mariners, especially, we consider the casualty worthy of the closest investigation, and trust that the deliberations of those who sit in judgment will be given full publicity as a future guide, not only to the naval, but also to the merchant service; and in this connection we would call the attention of those interested to the importance of having the shackles of chain cables in proper working order, so that if caught on a lee shore the pin could be drifted out and the chain slipped and buoyed to await a more favorable opportunity of getting the anchors. We have recently heard of a cable chain being manufactured (for a large, four masted schooner on the seaboard) without any shackles in it at all, the whole chain being in one length. We are not aware whether it has yet been placed aboard of the vessel, but, if so, we imagine the inspector must have strained his official authority in permitting such a singularly constructed cable to pass inspection, and the representatives of the underwriters would have been equally remiss in not reporting to their various officers the re-adoption of the primitive style. Given such a chain, with the end secured in the hold, and a vessel's career would in many cases be cut short, and we notice the departure with a spirit of uneasiness qualified by long experience of the usefulness of the shackle system.

THE ST. CLAIR CANAL.

Captain Mell, superintendent of the St Clair ship canal, makes these important statements:

"Last year we had any amount of trouble with big steam barges going through the canal at full speed, getting aground sometimes, leaving and raising lumps for others to ground on. The whole trouble came from those big fellows loading too deeply and then trying to pull through the canal in which there was only 15½ feet of water, they drawing 16 feet or more. We had signs posted to not run faster than five miles an hour, under penalty of a $500 fine. Captains would come booming up to one end of the canal, ring the bell to check down, and then would holler through the speaking tube, 'Let her go.' The engineers would let her go, sure. This season any boat that goes through the canal in less than 16 minutes will hear from us. A man at each end, night and day, will take the exact time of every boat; if it is any appreciable amount less than 16 minutes a sworn report will be sent to Gen. Poe. He will send it to the district attorney, and the United States marshal will grab the offending vessel the very first chance. She won't get loose until the fine is paid. There may be a trial in some cases, but the government will collect the fine first and then try them afterward. When a few of them have been fined the rest will go slow afterward. The E. P. Wilbur, Cambria, and other fast boats have been going through in about six minutes. There is 15½ feet of water in the canal."

THE SIGNAL SERVICE.

H. C. Frankenfield, of the United States signal service, has issued the following touching the display of signals:

I have the honor to inform you that the display of wind signals on the great lakes will be resumed as follows: At regular signal service stations on Lakes Erie and Ontario on April 10th At regular stations on Lakes Michigan and Huron on April 15. On Lake Superior at some time later.

Owing to the lack of appropriations signals at the special display stations can not be at once resumed, but wind signal orders will be furnished the press and distributed as widely as possible. At important shipping places special telegrams will be sent at government expense giving notice of approaching heavy winds. It is possible that the display of signals at the special display stations on Lake Michigan will be resumed on May 1.

LIST of merchant vessels to which official numbers were assigned by the bureau of navigation, treasury department, Washington, D. C., during the week ending March 30, 1888. Steamer Fedora, official number 12(746, tonnage gross, 1,848 81, net 1,436 93, home port, Erie, Pa. George W. Roby, official number 86031, tonnage gross, 1,843.23, net 1,470 30, home port, Port Huron, Mich. Monarch, official number, 92078, tonnage gross, 95,93, net, 57.87, home port, Port Huron, Mich Sail Humming Bird, official number, 95999, tonnage gross 23.05, net 21 90; home port, Port Huron, Mich

THE West Superior, Wis., chamber of commerce places the assessed valuation of that thriving town for 1888 at $8,500,000, population 8,000, coal receipts 789,000 bushels, wheat shipments 6,000,000 bushels. Money expended for improvements. $2,500,000. We always maintained that there were great things in store for the limit of navigation at the head of Lake Superior, and such a showing as the above amply corroborates the opinion so frequently expressed in the columns of this paper.

THE following is a list of the vessels on the chain of lakes to which official numbers were assigned by the bureau of Navigation Treasury department Washington, D. C., during the week ending April 6, 1889. Steam vessels Aztec, Port Huron, Mich., official number 106,627, gross tonnage 834.50, net 653.44, C. R. Edson, Cleveland, Ohio, official number 126,543, tonnage gross 29.98, net 14.99. Fred B, Port Huron, Mich., official number 120,748, tonnage gross 16.84, net 8.42. North Star, Marquette, Mich. official number 130,435, tonnage gross 2.476,35, net 1885.14. Northern Queen, Marquette Mich., official number 130,436, tonnage gross 2.476,35, net 1885.14 Northern Wave, Marquette Mich, official number 130,437, tonnage gross 2.476,35, net 1885.14. Philip D. Armour, Milwaukee Wis., official number 150,459, tonnage gross 1990.94, net 1452.71. It is a noticeable feature that in this tonnage aggregating upwards of 10,300 gross tons, there is not a vessel registered as a sail or unrigged craft, while the several high classed steamers are the peers of anything sailing under the stars and stripes in the merchant service.

The ice in Mud lake, which gives trouble earliest in the fall and holds together latest in the spring of any point in St. Mary's river, is reported to be in bad condition. It will be rotten enough to crush by the time the first boats reach it and as the straits are open, that will not be long.

LAKE CARRIERS' ASSOCIATION

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1889.

THOMAS MARTIN.....Oswego, N. Y.
JAMES ASH.....Buffalo, N. Y.
W. BULLARD.....Buffalo, N. Y.
S. D. CALDWELL, President.....Buffalo, N. Y.
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JAS. CAREY EVANS, Treasurer.....Chicago, Ill.

MARINE RECORD—OFFICIAL PAPER.

FORE AND AFT

The steamer Zealandia sailed for Auckland via Honolulu and Samoa

The steambarge Hall, lumber laden, from Alpena to Port Huron, Mich, was badly damaged by ice on the trip, and sank opposite the latter city last Friday noon.

The Oswego Yacht club meeting was held at the Doolittle house Saturday evening at 8 o'clock A commodore was elected and other business transacted.

A St Catherine dispatch says the main line of the Welland canal will open the 16th of April and the old canal branch the 1st of May, for the season.

The first schooner of the season from the parishes, came in Saturday from Baie St. Paul laden with firewood and having 14 passengers on board Captain LeMastre, of the steamer Beaver, left for Picton yesterday to join his vessel. She will commence running on Friday next, which is a month earlier than last year

The tug Andrews was towing the propeller John C. Gault to Detroit Monday afternoon, when the latter boat ran hard aground on the middle bar opposite the foot of Superior avenue As the Gault had nothing aboard save her machinery, it will be impossible to lighter her, and she will probably remain on the bar until the water raises.

It is predicted that there will be a local squeeze in May wheat next month. There is short interest of considerable extent. There are over 1,000,000 bushels hard wheat here, but it is owned or controlled by a few firms.

State Superintendent James Shanahan says, the Erie canal will be open for navigation by April 20, if not sooner.

The schooner Kate Eccles will be the first vessel to leave Port Dalhousie for Colborne where she will load barley for Oswego.

Government officers are at work constructing the new harbor range lights at Duluth. The improvement will be a valuable aid to navigation.

Cleveland longshoremen have notified shippers that no coal handlers would work for less than 15c. a ton, the handler to pay the "dumper" and "hooker on," or 14c., the dealer to pay the "dumper" and "hooker on." The coal dealers agreed to give 12c., the handler to pay extra help. The prospects for a long and bitter fight are good.

The splendid work done by the ice breaking steamer St Ignace in the straits of Mackinac is attracting attention. A Canadian member of parliament has been making inquiries about her with a view of securing her services to maintain uninterrupted communication with Prince Edward Island during the winter months. The London Graphic has a half page picture of this powerful ice-smasher.

Boats passing through the Lake St. Clair ship canal in less than sixteen minutes will be liable to a fine of $500 A man at each end, night and day, will take the exact time of every boat.

Captain Cuthbert, of Belleville, offered to alter Commodore Phelps' Katy Gray, of Oswego, by lengthening out her stern, etc, but the Commodore thinks his boat speedy enough now. The captain said that if she did not beat the Iolanthe after the alteration he wouldn't take any money for his work. He thinks the Katy a beautiful moded, and he thinks about right.

The Ogdensburg transit company has been organized at Detroit, with E. C. Smith as president; F. W. Baldwin, treasurer, and Louis Hasbrouk, secretary. Besides the present Central Vermont line steamers, the corporation have five steamers under contract, two to be delivered before mid-summer, and the remainder by the spring of 1890.

Under acts passed by the last congress, fog signals will be established at Beaver island, Chicago brenkwater, Two Rivers Point, White Shoal (with lighthouse), Cleveland, Presque isle, Cheboygan, Old Mackinac Point, Point Iroquois, La Pointe, and Two Harbors; range lights through St. Clair river, at Grosse Isle, Ashtabula, Lake St. Clair and Grosse Point; lighthouses at Devil's island in the Apostle Group, Eleven-Foot Shoal, Squaw island (with fog signal), McGulpin's Point; life-saving stations at Marquette and Ashtabula.

At the regular meeting of the Ohio society Gen. H. L. Burnett read a paper in favor of increasing our military and naval forces. He declared that in case of war we would be practically helpless. Several members spoke in commendation of the argument.

The main line of the Welland canal will open on the 16th of this month and the old canal branch on May 1st, for the season.

Horace Elmer, commander United States navy, issues the following: The depth of water across Grosse Pointe flats, Lake St. Clair, at present is about one foot less than at the opening of navigation last year. Where there were sixteen feet full there are now scant fifteen feet. This low state of water may be temporary, but should be taken into account by vessels loading at the present time.

The propeller Dean Richmond, the first boat through the straits, passed up the south channel at 6 p. m. last Friday, but encountered heavy running ice ten miles above Cheboygan and returned, taking the north side Saturday morning. The propeller Atlantic made Cheboygan harbor at 1 p. m. Saturday from Alpena and met no ice from here there.

The steambarge J. H. Shrigley has been sold to Buffalo parties.

The City of Traverse will be on the Chicago-Mackinac route this year from July 15 to August 25.

The steamers City of Duluth, Peerless, Jay Gould, and J. L. Hurd will open the season April 20.

The steamer Petoskey will resume her passenger business April 15.

The name of the big passenger side wheel steamer City of Detroit will not be changed to that of the City of St. Joseph as previously reported.

The schooner Caroline Marsh, Capt. Watt Caldwell, was the first arrival at Oswego. He was presented with a new hat, according to time-honored custon.

A joint stock company has been formed by some Toronto, Hamilton and Montreal capitalists, and the propellers Cuba, Alma Munro and Acadia have been acquired by them to ply between Montreal, Toronto and Chicago.

Thompson & Co have just purchased from the Ontario lumber company the steambarge Lothair and three consorts. It is the intention of the firm to keep them plying in the lumber trade between the upper lakes and Windsor.

The steamer C. W. Elphicke, which John Craig & Son are building at Trenton, Mich., for Captain Elphicke of Chicago has been sold on the stocks to a Cleveland syndicate for $125,000. She will retain her name.

A new steamer has just been completed at Manitowoc for Samuel Hall, a resident of that place. She was built by Hanson & Scove. Her dimensions are 140 feet over all, 139 feet keel, 29 feet beam, and 11 feet hold. She is valued at $30,000. She is named John E. Hall, and will be used in the lumber carrying trade.

The following will be the officers for the season of 1889, on the Canadian Pacific steamers: Steamers, Athabasca, Captain James Foote; purser, W. Bethune. Alberta, Captain James McAllister; purser, J. McEdwards. Carmona, Captain X. LaFrance; purser, A. C. Maitland. Cambria, Captain Neil Campbell; purser, Henry Rixon. The steamers Athabasca and Alberta will run from Owen Sound to Port Arthur, calling at the Soo.

The officers for the season of 1889 on the North West transportation company's steamers are as follows: United Empire, Captain Edward Robertson; purser, George R. King; steward, M. C. Cooney. Ontario, Captain George McDougall; purser, S. A. Junking; steward, W. A. Somerville. The steamer Soverign will not run this season.

AN EVENING WITH SHAKESPEARE AND AN ARTIST.

The beautiful sentiment expressed in bygone times by wise men, "Come give me of thy genius," was realized this evening in the rendition of extracts from Shakespeare's immortal work by Miss Daisey Beverly at Rhodes' hall in the presence of an audience that showed appreciation of the grace of gesture, action, intonation of voice and the pure rendering of the great writer's thoughts, even to agony in facial expression. The little village of Brooklyn, we insist, buries an actress who should soon win high renown. In her rendition of the Balcony scene from Romeo and Juliet, taking both parts with grace, tenderness and dignity, her costumes being perfect and elegant, especially that in which Romeo was personated As regards Parthenia in the basket scene in Ingomar, we do not hesitate to say that her action, gentleness and dramatic art were perfect. The Apothecary scene, Romeo and Juliet was a poem acted by a graceful girl. We could write columns on the dramatic merit of Miss Daisey but space will not permit. It would be a crime for any one of the audience to ignore the beauty of expression which entered into her analysis of Shakespeare's grand thoughts, of the refinement of human nature. Next to the Bible the Shakespeare is the grandest book extant, and as Miss Daisey understands the latter she must be a good Bible scholar, therefore we say that Miss Beverly will one day make a grand success in dramatic art.

The schooner Holmes, rebuilt at Riebold & & Wolters shipyard, will be ready for sea in a few days. Captain G. Gunderson is not saving on giving her plenty of canvass, and will surely make her a fast sailer. She has a fine model.

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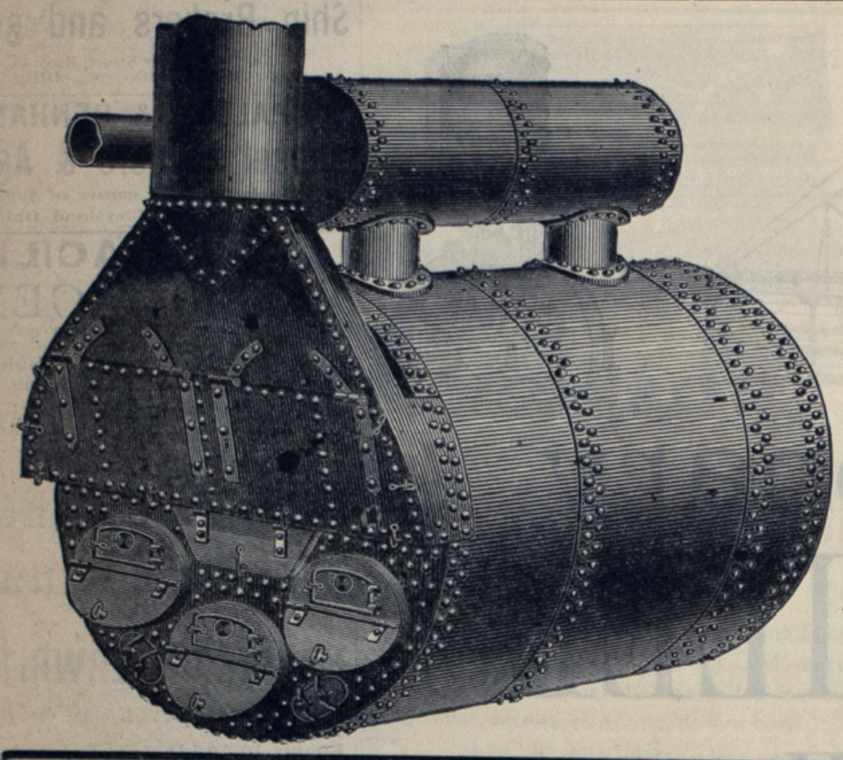

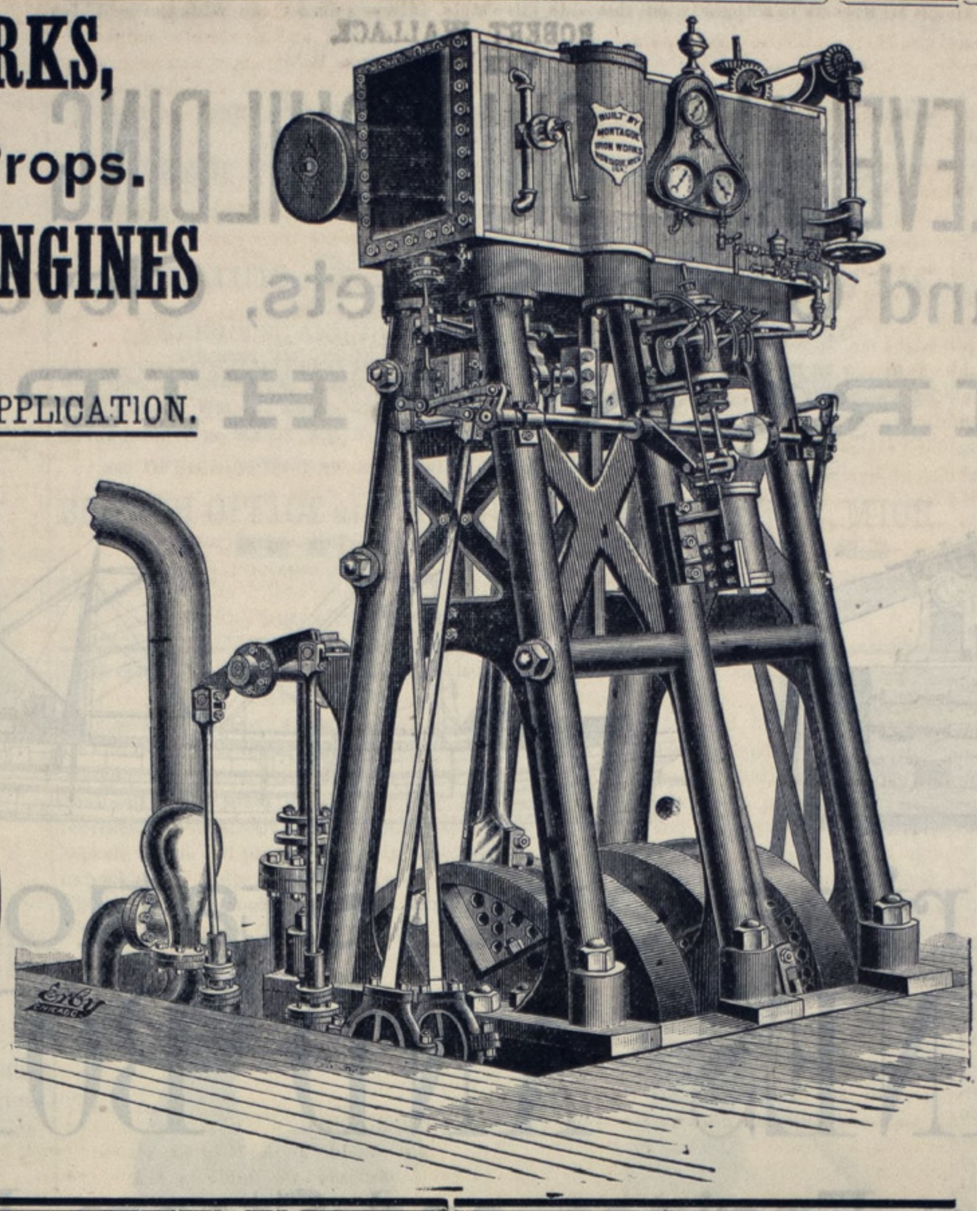

AROUND THE LAKES.

[CONTINUED FROM PAGE 1.]

WEST BAY CITY, MICH.

Special to the Marine Record.

At F. W. Wheeler & Co's shipyard the following has been done during the winter months: No. 45, the steamship George W. Roby, built, launched and completed for Dr. Robey, Mr. Waldo and Captain John Duddleson, dimensions 280 feet keel, 300 feet over all, 40 feet beam, 33 feet molded depth. Triple expansion engine 19, 30 and 52. by 40, and two Scotch type boilers 11x11 each, by the Cleveland ship building company. The American ship windlass company's steam windlass and capstans, and Williamson Bros' steam steerer. No. 46, steamship John M. Nicol, built, launched and completed for the Ward line. Dimensions 266 feet keel, 276 feet over all, 40 feet beam, 18 feet molded depth. Triple expansion engine, 20 and 32 and 54x42, by S. F. Hodge & Co., Detroit. Two Scotch type boilers 11x12, by the Lake Erie boiler works, Buffalo. The American ship windlass company's steam windlass and capstans, and Williamson Bros' steam steerer. She has 4 gangways on each side, double hatches, and is fitted out as a general merchandise boat. No. 47, steamship for Gratwick, Smith & Freyer, and Captain John Mitchell, ready for launching. Dimensions same as No. 45 Triple expansion engine, 20, 32 and 54 by 42, by the Frontier Iron works, Detroit Two Scotch type boilers 11x12, by the Lake Erie boiler works, Buffalo. American ship windlass company's steam windlass and capstans and Williamson Bros' steam steerer. No. 48, steamship for McBrier and others of Erie, a duplicate of No. 47 in every respect, almost ready to launch. No. 49, passenger steamer Newsboy, built, launched and completed for Captain Armstrong, Bay City. Dimensions 102 feet keel, 20 feet beam, 7½ feet hold. Fore and aft compound engine 12 and 23, x 18, by the Eagle iron works, Detroit. Marine boiler 6x10. No. 50 wrecking tug for Ira H. Owen, Chicago, 96 feet over all, 20 feet beam. 11½ feet hold. Fore and aft compound engine, 16 and 30x28, by S. F. Hodge & Co., Detroit. Marine boiler 8 feet 6 inches, by 13, by the Lake Erie boiler works, Buffalo; ready to launch No's 51 and 52, two twin screw passenger steamers for the Delta passenger company, 73 feet keel, 16 feet beam, 5½ feet hold, engines high pressure 8 by 10, by Donaldson & Whitman, Buffalo Boilers 4½ by 8½, by M. Riter, Buffalo. They are for use on the inland route from Cheboygan to Petoskey, and ready for launching No. 53, steamship for R. P. Fitzgerald, W. M. Egan and P. Armour. 265 feet keel, 40 feet beam, 23 feet molded depth. Fore and aft compound engine 28 and 52x42, by H. G. Trout, King iron works, Buffalo. Two marine boilers 9½x14 feet, by M. Riter, Buffalo. The American ship windlass company's steam windlass and capstans, and Williamson Bros' steam steerer. She will be ready by the opening of navigation. No. 57, tug for W L. and H. D Churchill, Alpena, 55 feet over all, 13 feet beam, 6½ feet hold; high pressure engine, 10x14, by Donaldson & Whitman, Buffalo. Boiler 4½x8½, ready to launch. No 58 steamship a duplicate of Nos. 47 and 48 in every respect, up in frame. No. 59, steambarge for F. Houghton and Captain Degg Kelly's Island, 135 feet over all, 26 feet beam, 9 feet hold; engine 15 and 27x22, boiler 7x12. No. 60, schooner for Gratwick, Smith and Freyer, 160 feet keel, 30 feet beam, 11 feet hold frames all up, and will be completed in June. No. 61, schooner 180 feet keel, 34 feet beam 13 feet 6 inches hold, for Teuton & McWilliams & Francombe, Detroit, frame partly up. All the completed portion of the above fine fleet of new steamships are splendid specimens of marine architecture, and their cabins and officer's quarters are fitted up in Wheeler's usual elegant style.

The National boiler works, Bay City, are building a marine boiler 4x7, for a steam yacht building by Samuel Burham, West Bay City, for Chesebrough Bros' for use on Lake Superior, also 3 pony marine Scotch type boilers for F. W Wheeler, and doing considerable work on the boilers of the steambarges Lowell, Bay City, Oswegatchie and Bissell at St. Clair.

WILLIAMS.

BUFFALO, N. Y.

Special to the Marine Record.

The following appointments of Captains on the Erie and Western Transportation Co.'s have been made by the manager, Mr. Evans, for the ensuing season: Steamers, China, Captain Martin Niland; India, Captain W. W. Smith; Japan, Captain Robert Smith; Winslow, Captain John Maloy; Susquehanna, Captain M. Riley; Clarion, Captain Joseph Corcoran; Lehigh, Captain H. A. Sisson; Philadelphia, Captain P. O'Neil; Lycoming, Captain John McCarthy; Alaska, Captain J. Doherty; Conemaugh, Captain C. Mason; Delaware, Captain Chas. Christy; Juniata, Captain Dall Ryder; Conestoga, Captain P. H. Riley; Wissahickon, Captain Henry Durker; Gordon Campbell, Captain Geo. Graser; Annie Young, Captain A. E. Huff.

John Gordon, general manager of the Northern Steamship company, states that the six steel steamers of that line will run in connection with the Lackawanna road, between Duluth and Buffalo. There had been talk of three of them going into the Lake Superior Transit line, but that scheme was not completed. They are to bring down grain or ore in the hold with package freight between decks, and take up coal and package goods. Mr. Gordon will occupy the office in the Lackawanna warehouse formerly used by Agent Chamberlain of Ward's line, with additional room. The Lackawanna people have their own steamers—Scranton, Lackawanna, Russia, Grand Traverse, and Northerner, the latter being leased. The eleven steamers make up a strong line. The Northern boats and the Scranton and Lackawanna are among the largest, speediest, and best of the new steel steamers afloat.—*Express.*

William Lovering and Captain McLeod, of Smith, Davis & Co's marine insurance agency, have carefully figured the total valuation of the hulls embraced in the recent issue of the Inland Lloyds Vessel Register at $43,250,000. This includes all the vessels plying on the great lakes and their tributaries. For various reasons valuations are not recorded of quite a number of vessels, which will be given in supplements hereafter. Adding these, the aggregate becomes about $44,500,000. Over 50 new vessels, nearly all steamers of large capacity, will come out this season. This will bring the grand total up to fully $50,000,000.

The Buffalo shipyards are about ready to take their turn at setting craft afloat. The wooden propeller at the Mills yard, the steel one at the Union yard and one of the Maytham-line tugs at O'Grady's may all be launched this week. Those that are not will be launched very soon after. The Union yard will put its boat afloat as soon as possible in order to get room for the Gilchrist steamer, which will be set up at once. Frames and other parts are ready as far as possible, but there is no place for laying the keel.

General Manager Caldwell of the Western Transit line announces the following appointments of masters for this season: Steamers Harlem, Frank Williams; Hudson, Robert Jones; Syracuse, Valentine Jones; Albany, A. J. McDonald; Boston, J. H. Dissett; Arabia, Patrick Shea; Commodore, R. D. Gardner; Buffalo, Dugald Buie; Chicago, John Cornish; Milwaukee, James Carlisle; Montana, John Hayes; Vanderbilt, A. McEachren; Idaho, Donald Gillies; Empire State, Samuel Golden; Badger State, S. E. Chatterson; Fountain City, G. W. Brice.

Captain James Drake, last season on the Wyoming, has retired. The Wyoming has not been leased this season by the Western Transit Company.

Supt. Dobbins ordered the life-saving stations in the Ninth District, comprising the south shores of Lake Erie and Ontario, to be opened last Monday. There will be no changes in keepers, but many new men will go into the crews. The crew at Buffalo is made up of new men altogether, only one of them having had previous experience. The temptations of city life, and ease of securing other employment, make it difficult to keep good men here and to maintain proper discipline. Captain Williams labors under serious disadvantages, but always manages to get men who will do their duty. The crew comprises Peter Mergenhagen, Joseph Monin, Fred Van Straaten, Stephen Halloran, C. F. Dennis, George Hornberger, and one other.

Letham & Smith of Sturgeon Bay advise that the Trout wheel which was put on tug George Nelson in place of a Sheriffs wheel taken off has increased the speed of the boat two miles per hour.

The schooner George Clinton was towed here last Friday from Tonawanda by the tug Parnell. Captain Frank Brown, her master, filed the first report at the custom house.

Captain James McKenzie has sold one sixteenth of the steamer Samoa for $4,687.50, and one sixteenth of the schooner David Vance for $1,562.50, to Harvey Goulder of Cleveland. Captain McKenzie still owns three sixteenths of each vessel.

The engines of the steamers S. C. Clarke and Westford and tug Admiral Porter have been compounded.

The steamer Owego, Captain Robinson, of the Union line, was the first boat to leave Buffalo this season. She started out at 1 p. m. yesterday, accompanied by the tug Grace Danforth. She did not make much headway until 4:30 o'clock, at which time she was barely two miles above the breakwater. At 6 o'clock she was out of sight. Captain Carr of the Danforth reports that there is much heavy ice yet off this port, with many huge clampers. With a northeast wind to loosen it up, boats could get out without much difficulty. A strong southwest wind would probably obstruct navigation for a time.

PORT HURON, MICH.

Special to the Marine Record.

Engineer De Soo of the steambarge Oswegatchie met with a very serious accident at the Wolverine dry dock Friday noon, in some way he got his legcaught in the tow line breaking the ankle bone and nearly severing the foot from the leg. He was taken to the, hospital where Dr. Stockwell amputated his foot The injured man is an Odd Fellow and is being taken care of by that order of this city.

Lester and Roberts of Marine City have named their new steambarge the Aztec, and have applied at the customs for registry.

Captain Buzzard has finished the repairs on his schooner Lamb.

Captain Thos. Cowen of the steambarge Ogeman was married last week to Mrs. Jackson of Simcoe Ont. The RECORD joins in with the captains many friends in congratulating him in his good luck.

Captain Wm. Forbes left Wednesday for Californina and British Columbia. The captain intends to spend the summer in that country.

Captain L. L Styfield has purchased the tug Hercules from Detroit parties for $3000. The captain will use the Hercules in towing his schooner White Star from St. Ignace to Elk Rapids.

Heckler and Green have just closed a contract with the Canadian government for the dredging of the St. Mary's canal.

Captain W. B. Morley the shipbuilder, returned from the east Saturday.

The steambarge Oswegatchie is at the Wolverine dry dock receiving new steel arches and other repairs.

The barges Albany, Chas. Spademan and Wm Brake are at Dunford & Alversons dry dock receiving calking all over and other repairs

Heckler and Green's big dredge commenced work Monday on Dunford & Alversons large dry dock just below this city.

Geo. Close one of the best known stewards on the lakes, and last year on the steamship Tom Adams has opened up a steam laundry at Ashtabula Harbor, Ohio, where he will be very glad to see his friends give him a call.

Captain Geo. Tebi and Jacob Beinatz of this city will build a large coal dock near the upper side of the tunnel, they will have 300 feet of dock with 25 feet of water Captain Tebi will also run a coal dock at Sarnia, Ont.

Canal keeper Mott says that there is lots of ice down the river

There is lots of ice at the lower end of Lake Huron, the Richmond was stuck in it for 15 hours when the wind changed and she got through.

Most all of our captains have left the city to fit out their respective boats

There are large quantities of very heavy ice coming into the river this week.

The Dean Richmond was the first boat to leave this port this season, for the upper lake ports. She departed April 1st. The Porter Chamberlain was the first arrival from up the lake. She arrived on the 5th.

The tugs J. V. O'Brien, W. Cheney, Hercules, George Starbur; barges, John Hammerford, Spadman, Albany, Argus, are at Dunford & Alverson's dry dock receiving repairs.

Lynn, the marine reporter, will display weather signals from his office this season.

The tug Hurcules is receiving a new wheel at Dunford & Alversons.

The steambarge S. C. Hall encountered some very heavy ice coming down from Alpena on her first trip, and when about twenty miles up the lake she stove three planks in on the starboard side, and one in on the port. She made water quite freely, so that she sank just at the mouth of Black river. The barge Brake, lighted her cargo of lumber, so that her repairs was made.

Captain Donner, of the Hall, reports about thirty miles of very heavy ice.

Captain Rattray, last season of the John Owen, will command the tug Castle, this season.

The tug Porter will have her name changed to the Howard. Captain Chris Smith, will command her this season.

SHEBOYGAN, WIS.

Special to the Marine Record.

Rieboldt, Wolter & Co's., ship yards are doing a rushing business, and are crowded on work. The large steam ship is going on fast to her completion. She is expected to be ready for sea by June 15th. Her bed plate and engines are being placed, also her bottom and sides are very nearly planked. Captain J. Cochrane is on deck early and late, overseeing the work. She will be a beauty when finished.

Starke Bros' two new tugs will be launched in a week or two. They have placed the old tug Starke Bros' engines in one hull and Sheriff's engine works have built a splendid engine for the other hull. The boilers are from Gregory boiler works, are of Scotch pattern, very durable, and finely moulded boilers.

Steam barge John Otis is out of the dock, recalked, new deck, ceiling, deck beams, etc., and a general overhauling. Schooners Vega, Sardinia and J. L. Green, were also in the docks, and a number more expect to go in the docks to have a general ovarhauling. Riebold & Wolters have lately contracted to build another tug for Starke Bros' dredge company.

Vessels are leaving this port for the season's sailing, and navigation is about open.

Truman and Cooper have the contract to build two new cribs on south side harbor pier.

Schooner Lottie Cooper has sailed for Pine Lake, and schooner Reuben Doud for Milwaukee.

Tug Sheboygan has gone in commission. She looks well in her new coat of paint; her cabin rooms forward and aft are finely furnished and finished.

Mr. Cristopher Starke is head book keeper at Riebold, Wolter & Co's ship yard office,

Captain John Kane went to Chicago to fit out and command the schooner Belle Brown.

Captain C. Starke came up from Milwaukee on business, and overseeing his new tugs.

G.

WYANDOTTE, MICH.

Special to the Marine Record.

Mr. George Crossweller, assistant superintendent of the Wyandotte shipyard, was made an alderman under Mayor Campbell's administration by a highly enviable vote.

The Cleveland friends of Mr. Campbell, recently elected mayor, and his fair bride will all unite in wishing, that no storms will ever cross the course which their compass has marked out for them. We are not personally acquainted with the bride, but can take pleasure in saying that Mr Campbell, who is an artist, will carry out the truism that all things work together for good. The RECORD is never backward in wishing its friends, as David Crocket said, 'Your good health and your wife's good health, and may you both live long and prosper.

B.

CLAYTON, N. Y.

Special to the Marine Record.

Captain William Elliott left Monday for Detroit to fit out the schooner Ganges.

Captain W. J Vincent will go as master of the schooner Ganges

The river is almost clear of ice

Considerable granite will be shipped this spring from here to Chicago.

Every thing is being rushed here now in marine business in anticipation of an early opening in navigation

Captain Turgeon is negotiating with western parties for the purchase of a steambarge for the Lake Ontario and river trade, brought about by an adv. in the MARINE RECORD.

Our sailors have about all gone to their boats. A good season on the lakes to all concerned, is the wish of

GOULD.

ERIE, PA.

The fleet in this port is getting in shape to sail soon as it can get out. The steamers Josephine, Gilchrist and George King, and schooners Thomas Gawn, Charles Wall, St. Lawrence, Daniel Brown, Wind of the Wave, Schuylkill, Champion, and Gifford are fitted out and will get away this week or early next week. The Anchor line vessels, the Susquehanna, Delaware and Alaska will leave Erie in a week. The Susquehanna is loading.

The steamer George King has already received her cargo of hard coal, and the steamer Josephine is alongside the trestle ready to have her cargo put aboard. The Schuylkill is to take a fit coal and is now at the dock, to be succeeded shortly by the F. W. Gifford and the steamer Gilchrist. The Gilchrist loads for Chicago.

UNITED STATES ENGINEER'S OFFICE. DETROIT. Mich., April 11. 1889.—The board of engineers appointed to consider the practicability and necessity for bridgidg Detroit river at Detroit, Mich., will meet at this office at 10 a. m. May 1, 1889. All persons interested are invited to be present and to express their views upon the subject. Written communications are especially desirable. O. M. POE, Colonel of Engineers, Bvt. Brig. Gen. U. S A.

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$4,000 Will buy the tug Eliza J, Redford, of Oswego, N. Y. Length 65 feet, beam 14 feet; non-condensing engine, 15-inch diameter, 19-inch stroke. A decided bargain. Inquire of D. P. LESTER, Oswego, N. Y.

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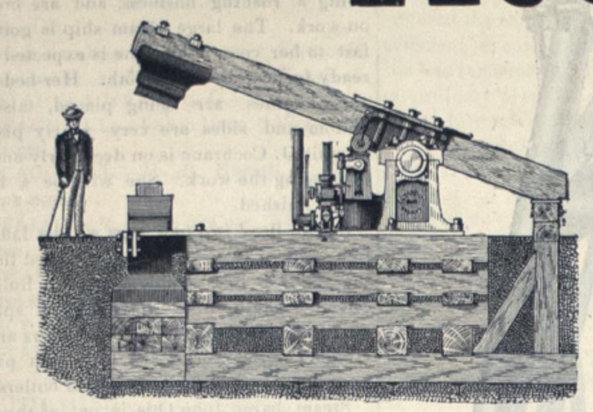

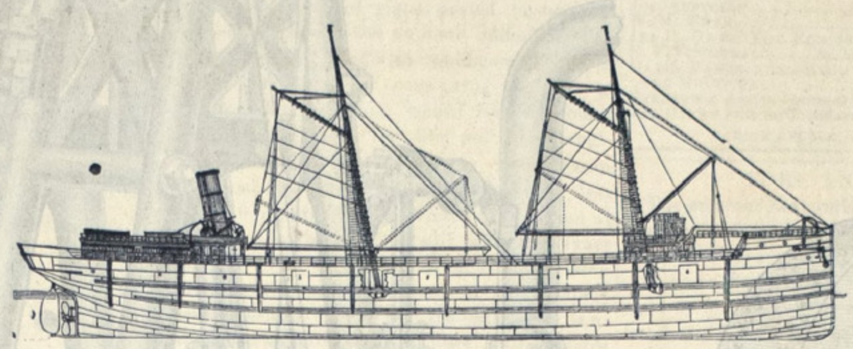

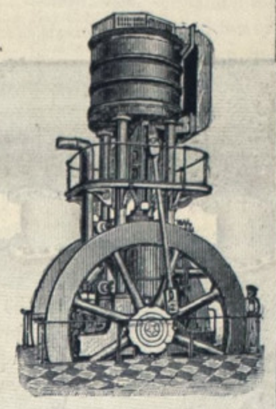

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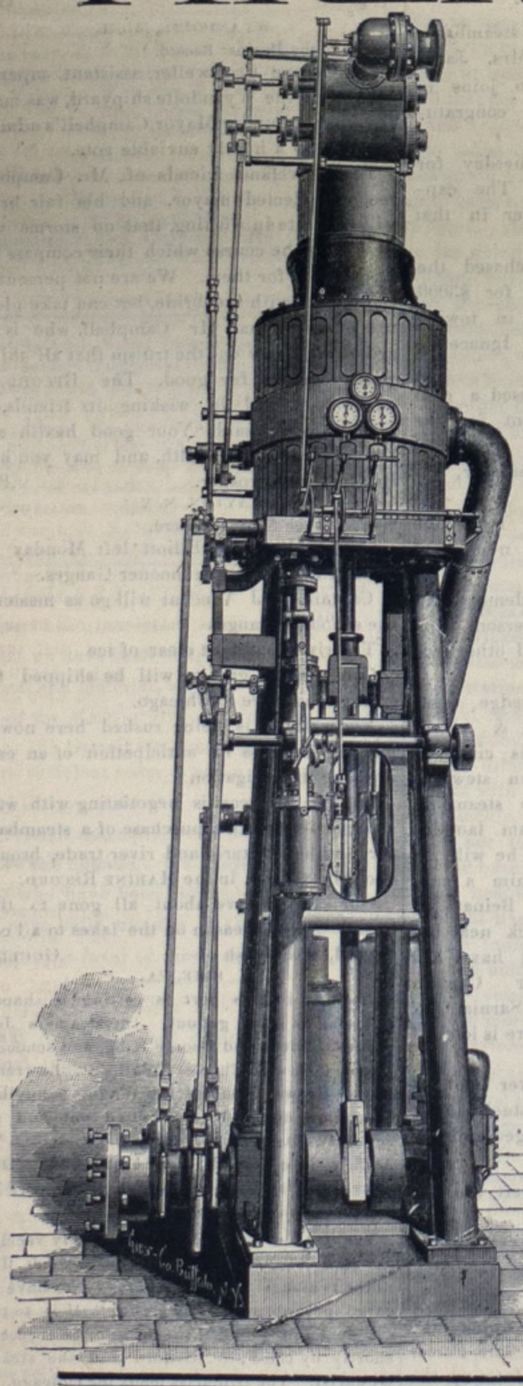

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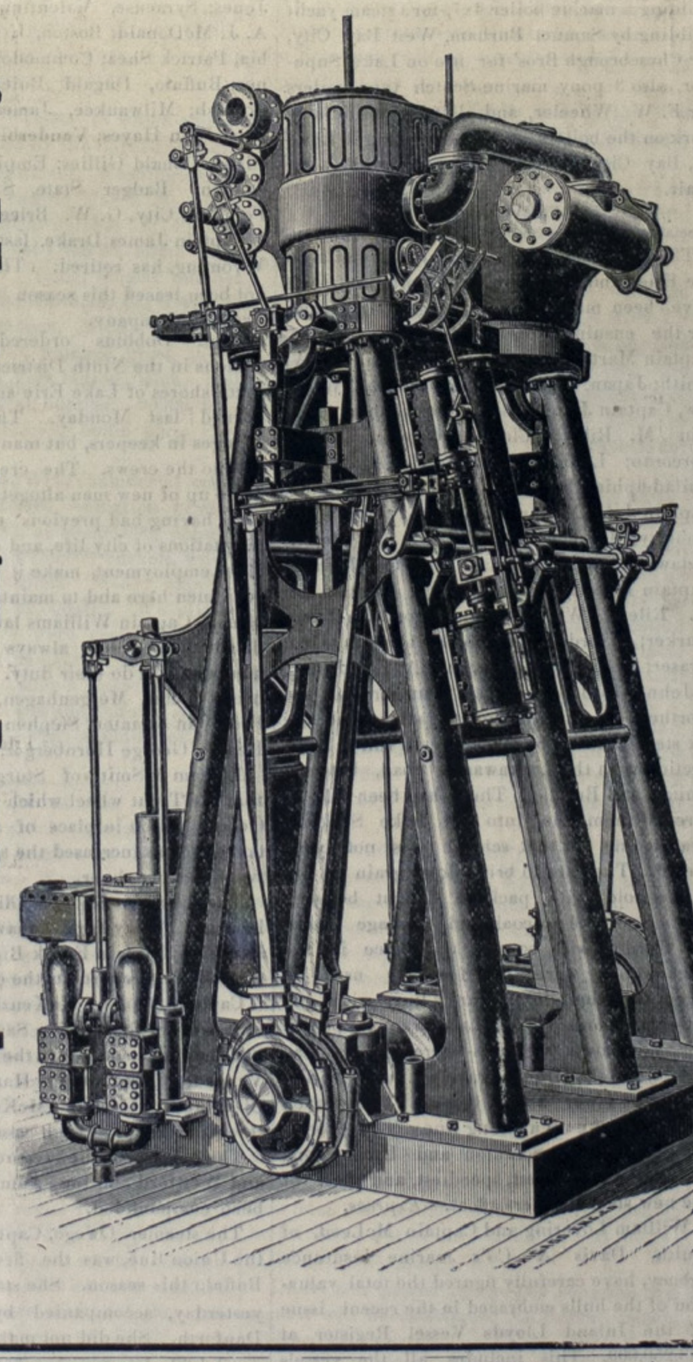

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PROPOSALS for repairs of West Pier at Dunkirk Harbor, New York.—United States Engineer office, Buffalo, N. Y., April 4, 1889. Sealed proposals in triplicate will be received at this office until 12 M., eastern standard time May 4, 1889, for the repairs required by the West Pier at Dunkirk Harbor, N. Y. Attention is invited to the acts of Congress approved February 26, 1885, and February 23, 1887, vol. 23, page 332, and vol. 24, page 414, statutes at large. All necessary information may be had of Mr. Walter Scott, Dunkirk, N. Y., or of the undersigned.
F. A. MAHAN, Captain of Engineers.

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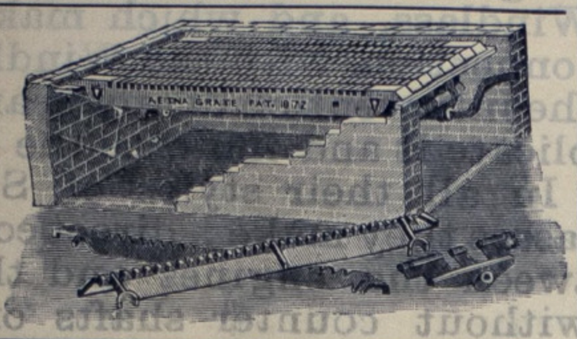

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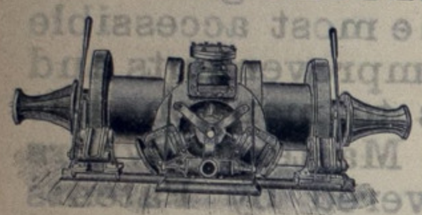

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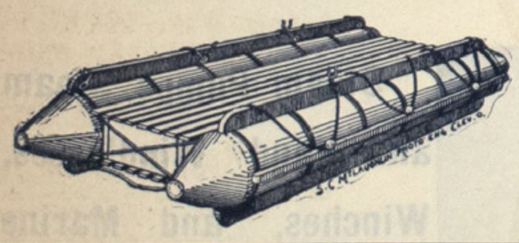

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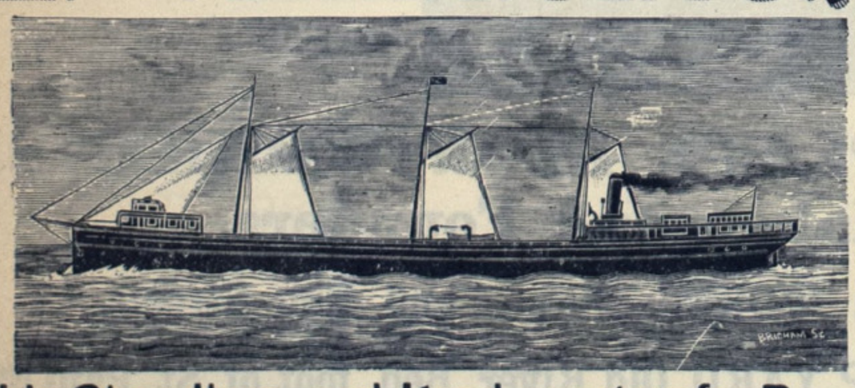

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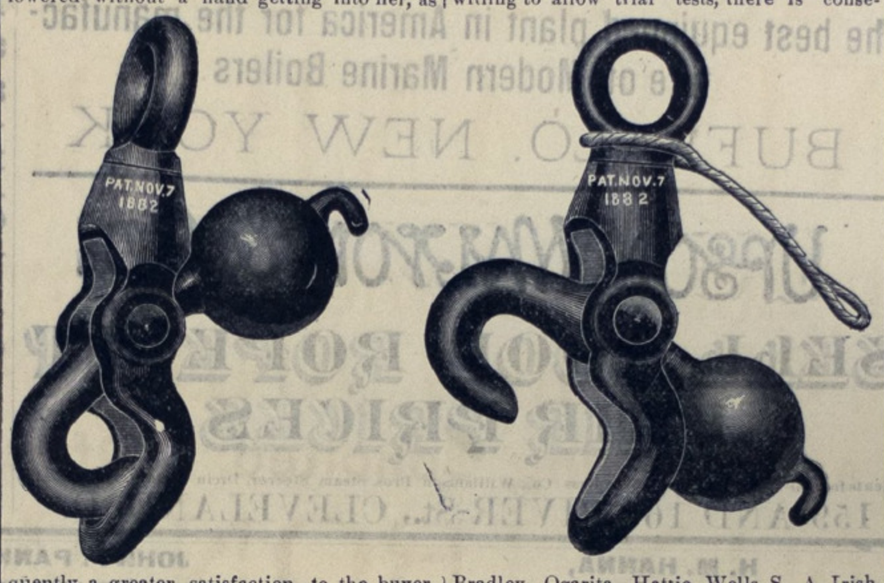
By referring to the illustrations below owners and masters of vessels will see that this device is one that could be used for lowering small boats with great advantage. The cuts represent the hook open and closed and the beckets which will prevent a heavy sea from unhooking it while a vessel is under way. The use of these hooks will allow a boat to be lowered without a hand getting into her, as



quently a greater satisfaction to the buyer. These hooks have been thoroughly tested with entire satisfaction, and may be seen in practical use on steamers Samuel Mather, Progress, Lackawanna, schooners Golden Age, Wadena, Fayette Brown, Thomas Quayle, Warner, Annabel Wilson, Ahira Cobb, Kent, Alva Bradley, Ogarita, Hattie Wells, S. A. Irish, Sumatra, Montgomery, John O'Neil, and the masters of these vessels will testify to the speed with which it can be handled. Sold by ship chandlers. Address

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MARITIME LAW.

IN THE DISTRICT COURT OF THE UNITED STATES FOR THE NORTHERN DISTRICT OF ILLINOIS.

M. A. BRADLEY, *et al* vs. PROPELLOR PRIDGEON. } In Admiralty.

ARGUMENT BY H. D GOULDER, PROCTOR.

[CONTINUED.]

experience that night of Captain Judson of the Brown. (p. 64.) The captain of the Prieondg thinks it would make "some difference." (p. 72.)

In support of our theory, that the Pridgeon was busy trying to clear the schooner and did not blow her whistle, I desire to call attention particularly to the testimony of the Shepard witnesses, who say (Bunge at page 78 and Schuling page 122) that they heard no steamer ahead, and on their port bow, blowing one blast; also to the fact that the Palmer heard no such whistle (p. 69;) although if the Pridgeon had been blowing such a whistle, the people on both of these vessels, the Shepard and the Palmer, could have heard them before the Pridgeon got within a mile ahead of the Chamberlain.

Mr. Kramer undertook to argue, on the hearing, that the Chamberlain must have been going faster than the Pridgeon, because her wheel was turning up fifty revolutions while the Pridgeon's was turning up but forty; that she must have been a good deal faster vessel anyway, because she ran at ninety revolutions and the Pridgeon ran at sixty-eight. I cannot conceive the object of counsel's making so foolish an argument. The speed of a boat depends, not alone on the number of revolutions, but on the shape, the size and the lead, as it is technically called, of her wheel.

The front wheel and the rear wheel of a bicycle revolve at different speeds when the machine is in motion; the little wheel makes a great many more revolutions than the large wheel, and yet both go at the same speed over the ground. This illustrates exactly the difference in propeller wheels. The lead of the wheel indicates the distance that the wheel would worm or screw ahead if there was no slip, and by the different arrangement of the buckets, wheels of the same diameter may have a very different lead. So the court would find with different augers; one revolution or turn of one auger would imbed it in wood a great deal further than one revolution of some other auger with a finer thread or lead. As the Chamberlain was a towing vessel, she would have what is known as a towing wheel, with a finer lead; the Pridgeon, a vessel that ran alone without any tow, would have a wheel with a greater or coarser lead. This is because a vessel towing has two vessels or more to propel, and there is necessarily greater slip, and a finer wheel, one with less lead, is used.

b On whatever point we look to the outside testimony, the testimony of the Pridgeon's crew as to what occurred seems to be contradicted, and that of the Chamberlain's crew corroborated, whether such outside witnesses are produced by us or by the respondent.

In the accounts given of the whistles between the vessels just preceding the collision, the Chamberlain's crew mention ten whistles—one last from the Pridgeon, one blast in reply from the Chamberlain, followed by three blasts, the fog signal, then two more signals of two blasts by the Pridgeon and one blast from the Chamberlain.

I now invite the attention of the court finally to the case of the Pridgeon, considered entirely upon the testimony of her own crew.

Passing the point that her lookout was incompetent and insufficient, which I have already argued; passing the point that their attention was wholly taken up with clearing this schooner, already argued; passing the question of the Pridgeon's speed, which it seems to me is shown to have been excessive, passing the question of her course, and confining ourselves now to their own explanation of what they did after seeing our mast-head light or lights, I insist that the Pridgeon clearly should be condemned. The effort is made to argue, that, after she saw our light the collision was inevitableas to her.

Judge the conduct of the master of the Pridgeon, as recounted by himself, at page 69 of respondent's abstract, page 81, on cross-examination, and page 156, of the original testimony, by these authorities, which recite the well-settled law, and with what an ill-grace does the argument some from respondent's counsel that the collision was inevitable as to the Pridgeon. In a word, the captain of the Pridgeon saw our bright light—the second mate speaks of it as "bright lights," and, in fact, we did have two bright lights indicating a tow; he saw that about two points on the starboard bow; he did not know it was a steamboat—did not know what it was at the time. He says, "I could not tell what course she was on by seeing the bright "light only; if I had seen his colored light I "could tell how he was heading. As it was I "could tell nothing about it—whether it was a "steamboat or what it was." Now, what did ordinary prudence, ordinary judgment and a fair degree of nautical skill require of this man, even leaving out of consideration his want of certainty about his own course, and every other circumstance save this one, that he saw our mast-head light, or lights, so nearly ahead, and was in doubt, in ignorance of our course, "did not know whether it was a steamboat or what was," as he expresses it? By failing to stop and back he violated the rule to that effect established by congress; he violated rule 3, of the inspector's rules, which requires a vessel to stop and back rather than approach within half a mile of another vessel, day or night, without an exchange of signals and an understanding thereby, and in every case of doubt, no matter how created, to stop and back.

The mate of this vessel says he heard the order hard a-starboard, about half a minute before the collision. He says, that the Pridgeon, going not over four miles an hour, could have been stopped, backed and sternway got on the vessel within half a minute, and in going a distance of three lengths of the vessel, or, as he expresses it, a distance of six hundred feet. Judged by the event, if, instead of doing as he did, the master of the Pridgeon had at once given the order to stop and back his boat, no sane man, reading the single paragraphs of Captain Sherwood's testimony, in which he describes this thing, will for a moment say that there would have been a collision. It is perfectly manifest that no collision could have occurred. Yet he was in doubt, he could not tell the course of our vesael, he was in a position relative to our vessel in which every instinct should have urged him to port and get back on his course, if he did not stop. But, taking his uncertainty as he states it—that he did not know our course, whether we were coming directly toward him or crossing his bow in either direction—confessing that he did not know whether we were on such a course that he should port and get out of our way, or whether it would be a proper and appropriate thing for both vessels to starboard or for both vessels to port; in that condition, by his own confession, he allows his vessel to run on, orders the second mate to blow two blasts of the whistle to this stranger as a signal to the stranger to starboard her wheel and keep out of her way; he then "waits for an answer," approaching at undiminished speed he again orders the second mate to blow two blasts of the whistle; after that, he tells the wheelsman to starboard, and about that time hears one blast from our vessel, and then he sees our red light close under his bow while his vessel is starboarding into us; then he gives the order to stop and back. By that time it is too late.

There are various estimates given by witnesses of how far the Pridgeon was from us when we heard her first whistle, and how far she was from us when we first saw her light, and how far the Chamberlain was from them when they saw our bright light, and later when they saw our red light; but I care very little for a man's estimate formed at such a time, as to speed, time or distance, right in the jaws of danger. We can form our own just conclusion, when we have the premises, as to whether that boat (which, if going at the speed they claim, could have got sternway on her in running six hundred feet after the signals were given to the engine) had time enough for that maneuver, when we have from their own lips the statement of what they did—a look at our light, an order from the captain to the second mate to blow a signal of two blasts, the blowing of that signal apparently in the ordinary way, a wait for a reasonable time to get an answer, and then the blowing of two more blasts. Now, the event shows that if they had stopped and backed there would have been no collision; in other words, that the Pridgeon did precisely the wrong thing in keeping on and in starboarding. Thereupon, the law requires the Pridgeon to establish a clear justification for her course in plunging on with starboard wheel, instead of stopping and backing in the presence of known danger, but with absolutely no knowledge or intimation of the course on which our vessel was approaching her, and no data, real or apparent, according to Captain Sherwood's version, on which to form a judgment. There should be some justification if the Pridgeon is to escape condemnation, but absolutely none is offered. The wheelsman makes the only offer of a justification, saying that the first whistle meant for the stranger to starboard and keep over on that side out of the way, and that the second whistle of two blasts meant for the stranger to keep over to starboard and keep out of the way.

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An important decision has just been rendered by the Supreme court of the United States in the case of the Liverpool & Great Western Steam Company vs. Phœnix Insurance Company. The appellee claimed to be subrogated to the rights of the owners of goods shipped on one of the appellant's steamships, and lost or damaged by the standing of the vessel on the coast of Wales because of the negligence of the master and officers of the ship. The company contended that it was exempt from liability for negligence by reason of a stipulation in the bill of lading to the effect that it should not be liable for the negligence, default or error in the judgment of the navigators of the vessel. The court decided against this contention, holding that no public carrier is permitted by law to stipulate for an exemption from the consequences of negligence, and that the duties of care and diligence cannot be waived in respect of the servants of the common carrier. The argument that as the contract was to be performed chiefly upon the high seas, it should be governed by the general maritime law, and that by that law such stipulations are valid, the court said is answered, first, by the fact that there is not shown to be any such general maritime law, and second, that the courts of the United States have never adopted any rule concerning the validity of such a stipulation.

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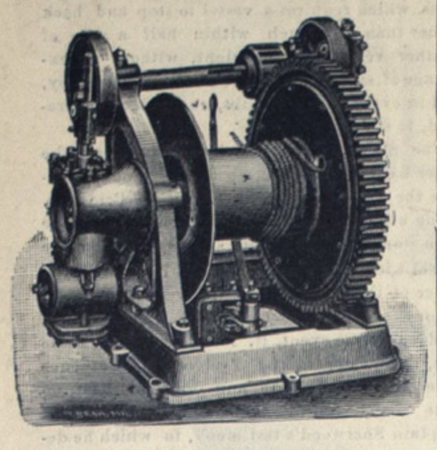

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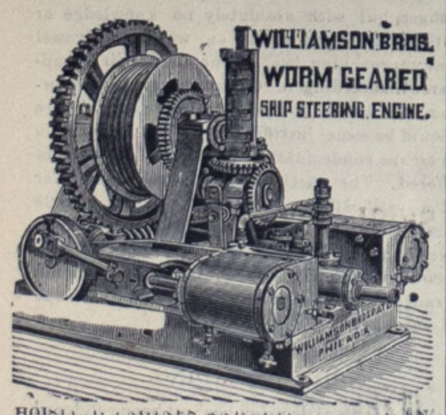

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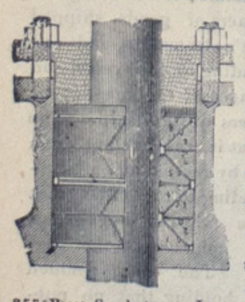

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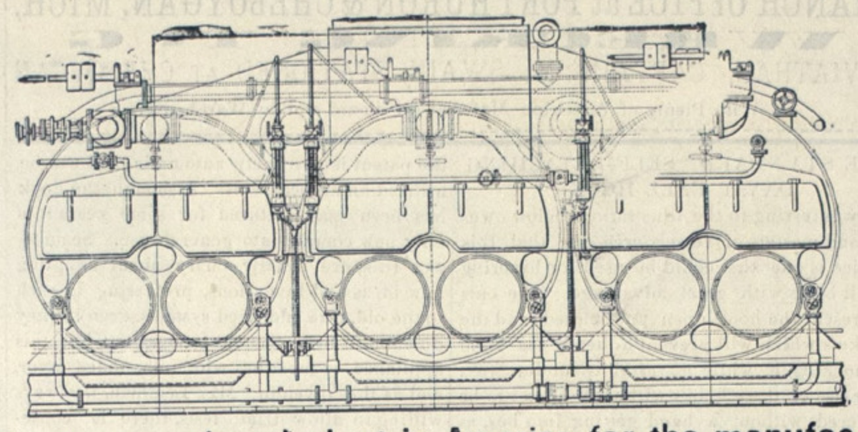

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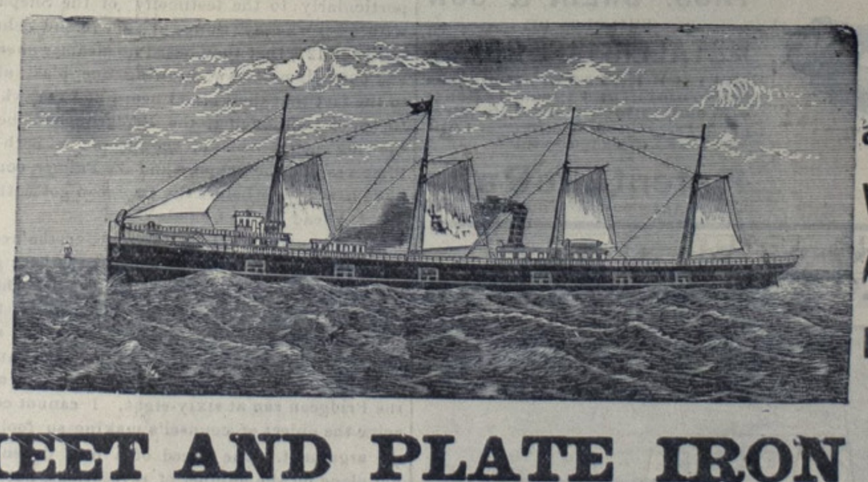

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